

## CHARGED WITH EMBEZZLEMENT

## W. Scott McCarthy Arrested for Alleged Irregularity.

Former Manager of the E. A. Strout Farm Agency Has Been to the West Indies since His Disappearance.

A warrant made out by Sturges Attorney T. E. Hopkins was served on W. Scott McCarthy by Deputy Sheriff Henry Todd Thursday, charging the embezzlement of \$15,000 from the E. A. Strout Farm Agency, of which agency Mr. McCarthy was manager at Essex Junction up to about the first of last November, when he disappeared from his office at Essex Junction, his disappearance causing much comment at the time because of the fact that his stenographer, Miss Charlotte M. Irish, left Essex Junction at about the same time Mr. McCarthy was taken into custody late in the afternoon and bail was fixed at \$15,000, which he was unable to furnish. Mr. McCarthy has been at Essex since December 1.

When seen by a Free Press reporter Thursday Mr. McCarthy stated that the case against him was purely a technical point to comply with the terms of the company in which Mr. McCarthy was bonded for about \$10,000. The Strout agency had to prove that action against him had been brought before they could collect from the bonding company. The Strout agency, he said, was on good terms with him and had made him an offer of employment in one of their New Jersey offices, and it was their intention to prosecute only far enough to comply with the terms of the bonding company.

According to Mr. McCarthy's statement his action last October was brought about by financial stress and he left because it was necessary to have time to think out his business complications. When he left Essex Junction six weeks ago he took on a tour of the West Indies. Miss Irish, who left at about the same time, went to stay with relatives in Connecticut, where she has since been up to a short time ago, when she went to Essex Center, where she is a guest in the home of Mr. and Mrs. McCarthy.

Mr. McCarthy returned to Essex about the first of December. Previous to coming to Essex as manager for the Strout Farm Agency he has been in business in Waterbury, Mr. McCarthy gave it as his opinion that about \$12,000 would settle the case against him.

Dean's Rheumatic Pills for Rheumatism and Neuralgia. Entirely vegetable. Safe. Snow, It.

## PASSING OF THE COWBOY

Disappearance of the Old Life Marked by Death of Joe McCoy.

Joseph G. McCoy was credited, in the brief despatch noting his death the other day, with having "laid out the 1,000-mile trail from Texas to Abilene, Kans., over which more than 10,000,000 cattle began their journey." Whether he was really the first to drive in a herd of "longhorns" over that truly historic highway, the scene of the highest pastoral movement ever known, it seems clear that of that episode of the plains he could say: "All of this I saw, and of much was a part." Made by nature, the cowboy began producing in good years 50 calves to each cow, the Texas grazing lands at the close of the Civil war were tenanted by millions of cattle without definite market.

## CASTORIA

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## MISSING GIRL IS FOUND

## Hazel Taylor Employed by Family at Fort Ethan Allen.

Disappeared from Her Home in Quincy, Mass., Two Weeks Ago—Father Is Unable to Persuade Her to Return.

Hazel Taylor, the 19-year-old girl, who disappeared about two weeks ago from her home in Quincy, Mass., had remained an unsolved mystery, was located Friday by Chief of Police Russell and her father, James Taylor, who arrived Friday morning from Montreal in search of his daughter, at Fort Ethan Allen, where she is employed in the family of Captain J. A. Baer. Despite the efforts of her father to persuade her to return to her home, the girl steadfastly refused to do so, and Mr. Taylor returned to Montpelier on the late train Friday evening without his daughter, although somewhat comforted by the knowledge that she was alive. The father said that he could think of no reason why the girl left home or why she should wish to remain away. She had been a bookkeeper for a clear manufacturing firm in Quincy for five years, but became ill last July and had not worked since. Her work had been satisfactory to her employers, and that her position had been kept vacant for her, but the firm was desirous of filling it and, although her father would not urge her to return, other relatives did so and this may have caused the trouble.

The girl left her home on Monday, December 13, saying that she was going to visit a married sister in Haverhill. She remained at her sister's home all over night and then, being apparently displeased at something, left to return to Quincy. Instead of going to Quincy, however, she went to Montpelier, arriving there Wednesday. Apparently she was without funds and applied for work, under the name of Louise Morey, to Mrs. McKim, who has charge of the rest room in that city. Mrs. J. B. Bates of Montpelier, who is prominent in the social work of that city, became interested in the girl and not only found her employment, but a place to board. The girl worked for a few days at Jewett Inn and at the Heaton hospital, but evidently feared discovery upon seeing her picture in a Boston paper and left Montpelier on Saturday afternoon.

It is thought that upon arriving in Burlington Saturday evening she applied immediately to the matron of the Howard Relief for assistance. At any rate she did so within a day or two after coming to the city and a position other than her present one was obtained for her. The position at Fort Ethan Allen was obtained for her by her first employers, the girl using the same assumed name of Louise Morey, by which she had been known in Montpelier. James Taylor, the girl's father, who had been seeking his daughter mostly through newspaper reports, arrived in Burlington Friday morning and immediately appealed to Chief of Police Russell for aid in his search. Chief Russell promptly traced the girl through the Howard Relief society, and father and daughter soon saw each other. Mr. Taylor is an elderly man of refined appearance.

## SAVED ARMENIAN GIRLS.

Story of the Heroism of Two American Women in Turkey.

A few weeks ago the newspapers told of the heroism of two American women in Turkey. The story was that of Miss Catherine Coventry and Miss A. M. Shinnick, who followed a band of Armenian girls taken away from Marsovan by the Turks, and by the use of money and personal influence, succeeded in bringing back to their home city about half of the number.

One of the American board's men now in this country has just received a letter from Turkey which shows how thoroughly the Turkish authorities carried out their instructions as to deportation even to taking away people who were serving their own army. The story reads: "When Miss Catherine Coventry and Miss A. M. Shinnick, who followed a band of Armenian girls taken away from Marsovan by the Turks, and by the use of money and personal influence, succeeded in bringing back to their home city about half of the number."

But if the leopard could change its spots, it would still be a leopard.

Experience teaches us many things, it is our own fault if we do not learn them.

The water wagon is a psychological condition temporarily prevalent at the beginning of each year.

When you feel yourself becoming inclined to worry about something, think of other things.

Too often a reform proposal is merely one to change something, not for the better.

Only a few of all the thoughts that pass through one's mind are worth expression.

## CONTRIBUTED BY AN OLD BACHELOR.

I never felt raw in woman who knew how to use a hammer—excepting at the sewing circle.

A woman will spend 10 cents carfare to save 2 cents at a bargain sale and then buy three times as much as she needs.

No woman ever used rouge and baby face and fooled anybody but herself.

No man can flirt with a woman who does not flirt back, and the girl that minds her own business is not insulted.

Any fluff ruffles with a pair of eyes is bound to be spoiled.

If I ever marry it will be some woman who knows how to keep house and who has about \$3,000.00.

If more women would stop trying to catch some millionaire with a hard cough and would settle down and marry horny handed sons of toil, the future of this race would be more secure.

I don't understand women and neither does any other man, and trying to understand them is too expensive.

—Brooklyn Eagle.

## JOYS OF THE SKYLINE TRAMP

## James P. Taylor Recounts Them in All Outdoors.

Increasing Facilities Along Vermont's "Long Trail" for Accommodation of the Growing Numbers Who Love Mountain Climbing.

"The Long Trail of Vermont" is the title of the following article by James P. Taylor of this city, printed in the January number of the All Outdoors magazine:

A skyline trail from Massachusetts to Canada is the unique project of the Green Mountain Club. The Green mountain range extends throughout the entire length of Vermont, dividing the State into an eastern Vermont and a western Vermont, and making a pedestrian's paradise. If there is any walking trip that is more enjoyable than following the winding valleys which lead from the Connecticut river to the main range and then "over the mountain" to the New York border, it is tramping the "Long Trail" on the heights of the Green mountains and enjoying commanding views of the White mountains and the Adirondacks.

The Green Mountain club was organized in 1899 to create this evidently projected trail along the heights of the Green mountains. The members are grouped in sections or chapters, each of which has in charge a special region with its problems of making trail, erecting shelters, and extending fraternal hospitality to the increasing number of mountain lovers who are discovering the Green mountains. The trail has been made from the Massachusetts line to Stratton mountain, and from Killington Peak to the village of Johnson in the valley of the Lamolli river.

When the "Long Trail" is completed, it will be nearly 250 miles in extent, winding in and out as it climbs peak after peak of the Green mountain range, as it descends into passes and notches which form the most beautiful and most characteristic features of Vermont scenery.

Readily approached on foot or by auto from the stations of the railroads in the Connecticut and Champlain valleys, the "Long Trail" offers during the same or successive seasons opportunities for a series of little journeys, each with a distinctive interest and charm. For each region has some master mountain with a personality of its own. Stratton with echoes of Daniel Webster's eloquence from back in the forties; Killington with lofty spire-like peak; Mount Horrid with fantastic rock masses; Lincoln mountain with a trail of sunsets; the Lion, which resembles lion, camel, sphinx, as you will; Mount Mansfield, with ponderous granite face in eternally staring at the sky.

There are increasing facilities along the route for the accommodation of those who walk the "Long Trail." The Bennington section of the Green Mountain club has recently built a camp in "Hill Hollow," Deer's Leap Tea house, on the northern slope of Killington, this coming season will furnish meals, as well as tent accommodations for all who desire to stay over night. Several open camps have been built by the Vermont Forestry service and the Green Mountain club along the trail north of Killington.

There is a camp on the summit of the Lion, a hotel on Mount Mansfield, a club house in Nebraska North. During this last season two college men entertained parties of autoists and trampers at a lumber camp in Smugglers' Notch, a "parlor car lumber camp" long noted for its neatness and cleanliness and good food.

The Green mountains are becoming more and more popular with the Green Mountain Boys and with those who are so unfortunate as not to have been born in the Green Mountain State. The "Long Trail" has been used for practice marches by the Vermont National Guard. The Appalachian club within the last few years has brought several excursions into the Green mountains. The Dartmouth Outing club makes an annual winter trip on skis and snowshoes in the Mansfield-Lion region. Vermont women as well as Vermont men find their neighboring mountains accessible and enjoyable in January as well as in June. Now, as never before, Vermonters are at home in their mountains, and are eager to greet their all lovers of the out-of-doors.

**JAPAN'S WAR BUSINESS.**

Million Pairs of Boots Sent Russia—3,500,000 Yards of Woollen Cloth.

By the end of October, the Jiji reports, 1,000,000 pairs of boots had been exported from Japan to Russia, and it further reports that a contract has been signed calling for the delivery of from 20,000 to 30,000 pairs of boots until the cessation of hostilities. The contract price was not made public, but it is generally assumed to be \$25.00 for 10,000 pairs. Japan's capacity for the manufacture of boots is such that it will probably have no difficulty in filling the order.

The same paper is authority for the statement that an order for millions of yards of woollen cloth has been placed with an Osaka merchant, but no details of the nature of the supplies are given.

Another Japanese paper reports a war order for 3,000,000 yards of woollen cloth valued at \$5,000,000. It remarks that a result of this order will be a tremendous rise in the price of woollen cloth because of the domestic requirements. The second large woollen cloth order from Russia.

**DEATH OF PROMINENT MUSICAL COMPOSER.**

Dr. Alvan S. Hobart, professor of New Testament Greek in Crozer Theological Seminary at Chester, Pa., who is visiting Burlington during the Christmas holidays with his sister, Mrs. L. A. Atwood of 107 South Willard street, received a telegram from South Orange, N. J., telling of the death of W. H. H. Wood, a well-known musical composer, who died at the home of his daughter, Mrs. George W. Doane at South Orange, N. J., on Thursday evening, December 23, in his 83rd year. As a business man he was engaged for many years in the manufacturing of wood-working machinery.

The father and son were well known in the musical world. The father, Mr. Doane, died at the home of his daughter, Mrs. George W. Doane at South Orange, N. J., on Thursday evening, December 23, in his 83rd year. As a business man he was engaged for many years in the manufacturing of wood-working machinery.

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## WASTE IN ROAD BUILDING.

## Lack of Efficiency Costs Nation \$50,000,000 Says Engineering Experts.

There are 2,500,000 miles of public highways outside of municipalities in the United States.

On these highways \$50,000,000 were expended for construction and maintenance in 1914.

A conservative estimate, \$50,000,000 of this amount was wasted.

These are leading statements from the lecture delivered at the Automobile Club of America last week by Arthur H. Blanchard, professor in charge of the Graduate School in Highway Engineering of Columbia University. Professor Blanchard went thoroughly into the subject of inefficiency, and then discussed what he needed to bring about better results in highway work. The gist of his criticism and recommendation is found in the following:

There are over 3,000 counties in the various States. The county and township highway work is in the hands of 10,000 highway officials. Each of the 12,000 municipalities in the United States has from one to 20 officials in charge of departments whose work pertains to highways.

Fifty per cent. of the highway officials do not possess the training and experience necessary to do the small number of really important duties imposed upon them. The chaotic condition and waste of public funds indicated by the above facts may be attributed primarily to three factors: First, too intimate relationship between politics and highway work; second, lack of active interest on the part of the public; third, the small number of engineers filling public administrative positions which control highway work.

New York Times.

**PRAYING TO GOD OF ALL**

Statistics Showing Adherents of Different Religions among Belligerents.

It is interesting to note how the peoples of the different countries are divided in their religious affiliations. The best statistics available at the time of the outbreak of the war showed the populations to be divided about as follows, says the Christian Herald Almanac, but in every case a large number of individuals are unaccounted for in these statistics of religious bodies.

The religious census of Germany, taken in 1907, but which does not include the entire population, shows "that of the 61,730,250 people counted, 33,716,618 professed adherence to the Evangelical Church; 22,540,486 to the Catholic Church, and 5,569,146 to the Jewish faith.

Austria's population in 1910 was 8,521,294; Roman Catholics, 5,500,000; Greek Catholics, 2,417,000; Orthodox Greeks, 600,000; Protestants, 58,000; Jews, 1,211,000.

Hungary's population in 1910 was 20,836,000; Roman Catholics, 10,888,283; Greek Catholics, 2,624,425; Orthodox Greeks, 2,362,494; Protestants, 2,361,695; Jews, 922,494.

France's population in 1911 was 39,922,587; Roman Catholics, 35,500,000; Protestants, 650,000; Jews, 25,000.

England's of the United Kingdom—France is not in the United Kingdom—population in 1911 was 45,350,550; 40,000,000 are Protestants, 5,000,000 Roman Catholics, and 3,500,000 Jews.

Russia's population in 1912 was 172,823,000; of these about 24,000,000 are in Asia; Orthodox Greeks, 97,128,690; Dissenters, 2,346,600; Armenians, 1,218,690; Roman Catholics, 1,468,000; Lutherans, 3,572,650; other Protestants, 19,250; Jews, 8,228,790; Mohammedans, 12,907,000.

Belgium's population in 1910 was 7,423,284; Roman Catholics, 6,712,415; Protestants, 7,700; Jews, 12,200.

Servia's population in 1910 was 2,917,701, most of whom belong to the National Church, which is Orthodox Eastern, or Greek Catholic.

The figures for Bulgaria and Turkey do not seem to be available. The total population of the former is 4,000,000 and of the latter 3,000,000.

According to statistics furnished as official by a Tokyo news agency, there are 25,000,000 Shintoists, 30,000,000 Buddhists, and 34,000,000 Christians in Japan—which leaves some 20,000,000 with no profession of faith or otherwise unaccounted for.

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**26-W-21**

## SNOW FOR CHRISTMAS SUNDAY

## Morning Church-Goers Face a Real Blizzard.

Trolley Cars Unable to Maintain Schedule to Essex Junction because of Big Drifts near Fort Ethan Allen.

The weather-man didn't give Burlington a white Christmas, but he didn't wait very long afterwards to make up for it, so that the people who were snowed to sleep by the pattern of rain-drops avoided to find a world clad in a glittering white mantle, which was being tossed hither and thither by a high wind. The heavy rain which began to fall about 9:30 Christmas night changed to snow shortly after four o'clock Sunday morning and when the storm ended a few hours later between four and five inches of snow covered the ground. It was very wet and heavy snow and while this artistic effect was all that could be desired it caused considerable trouble to many people.

Superintendent T. B. Jones, who has been looking after the clearing of the tracks of the Burlington Traction company for the past 32 years, was in his office early Sunday morning, and, according to Mr. Jones, it was the worst, as well as the most surprising storm he had ever seen. "The open snow began to fall into the street," said Mr. Jones, "but this is the first time that I ever saw rain turn into snow." However, he had his snowshoes and his son of ten as well as the tracks shortly after 6:30 a. m. and soon had the trolley lines about the city in fair working order. The snow, being wet and heavy, clinging to the trolley wires, necessitating the use of steel cutters, before any of the cars could be run. The worst trouble was due to the drifting back between Winouski and Essex Junction, although the men had tools enough to get the cars through to Winouski, which was done, however, just before the Fanning Allen hospital on the road to Essex Junction, the wind gets a fine sweep across the main of the military reservation and it piled the snow so high on the tracks that only one car was able to get through to Essex Junction before 6:30 p. m. Trolleys after the track had been cleared, the wind piled the snow right back and the men had to do the work all over again.

All of the men of the street department were at work early clearing off the streets and by using all of the snowplows and laboring hard, the men had the sidewalks in good condition by early afternoon. Attendance at the churches was materially affected by the storm. Some trouble was experienced by the telephone and telegraph companies by reason of the heavy snow on the wires, but not as much as might have been expected. Many of the street lights in the city were out of commission. The trains were on time Sunday, with the exception of the 6:30 evening flyer from New York, which was about an hour late, but this was due more to the heavy mail than to the storm. The weather bureau reported a rapidly rising barometer Sunday and no more snow is expected, immediately.

Just to "save a dollar" on a purchase of something to wear is worth while; but it is better still to be able, through a study of the ads, to secure the right thing at the right price.

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money is to go without insurance and the next best is to place your insurance in "may be" companies. There are only a few well-known, experienced and time-tested plans by which insurance is and can be successfully written. Don't experiment with probabilities.

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**MORE KNOWLEDGE**

**110 Church Street, Burlington.**

**26-W-21**